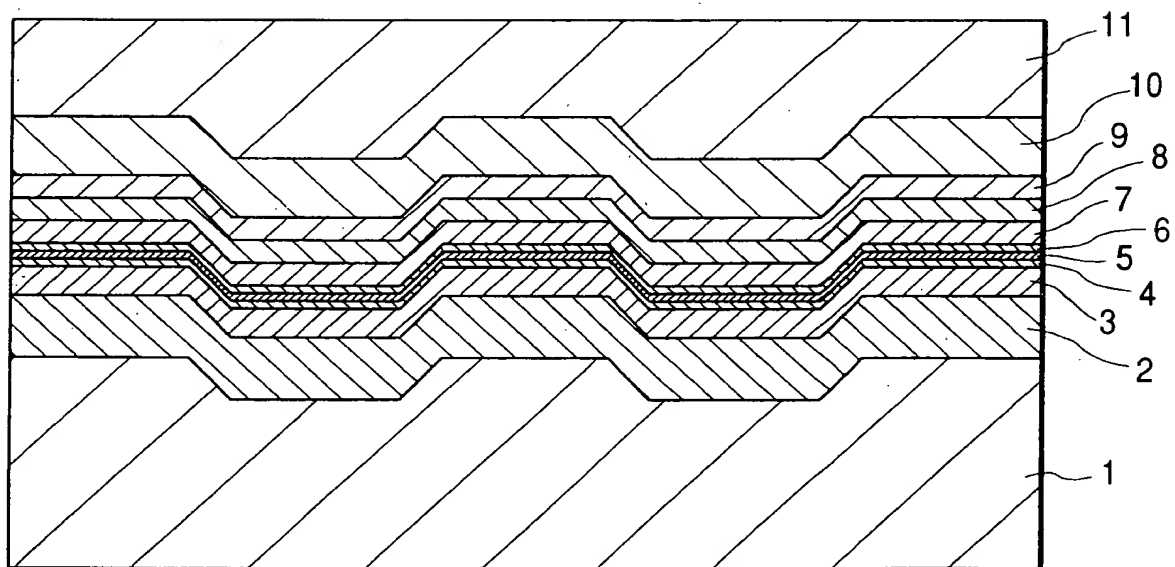
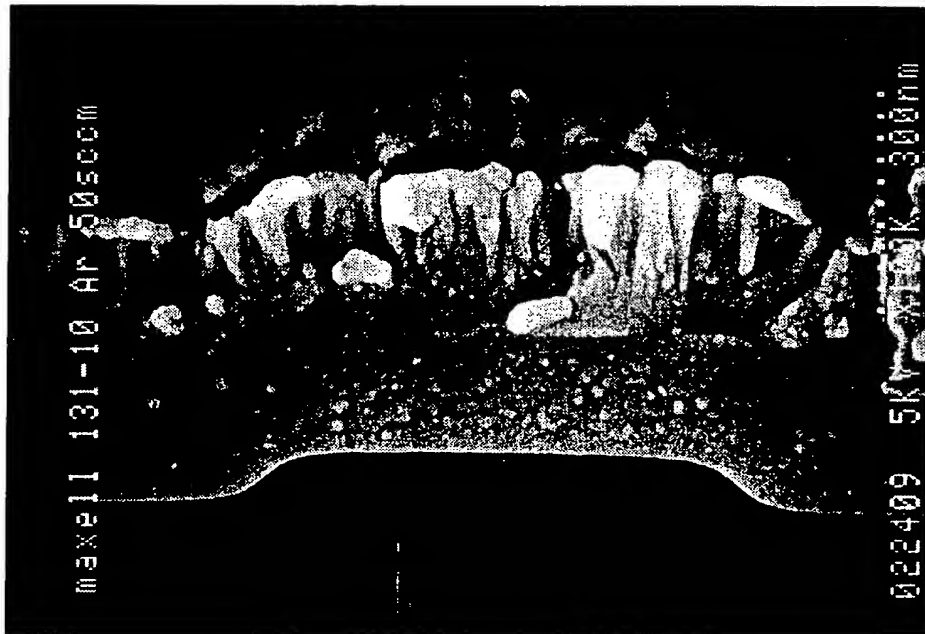


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FIG. 1



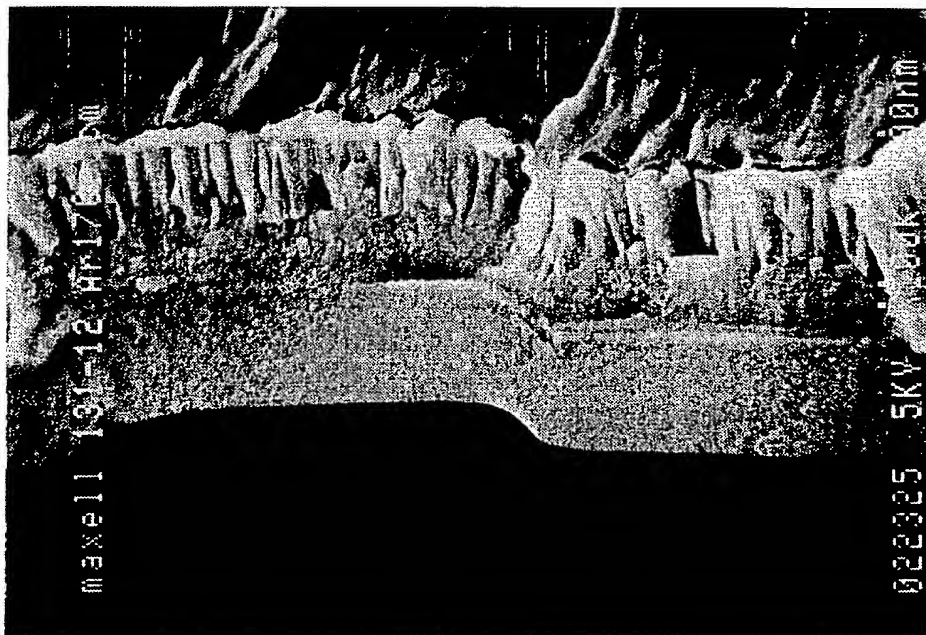
*FIG. 2A*



Cr LAYER

ARGON FLOW RATE : SMALL

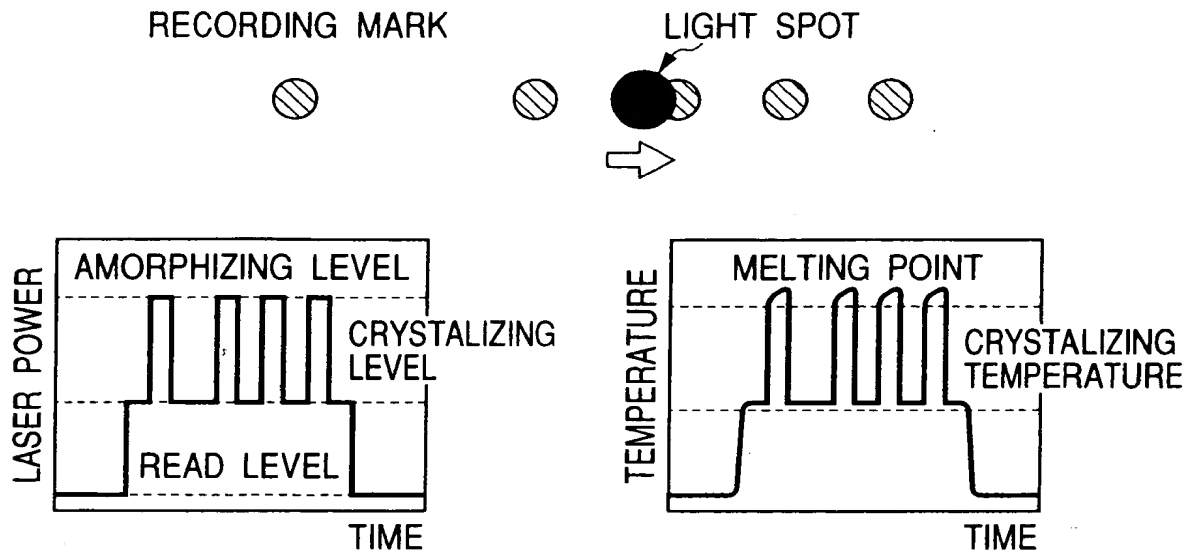
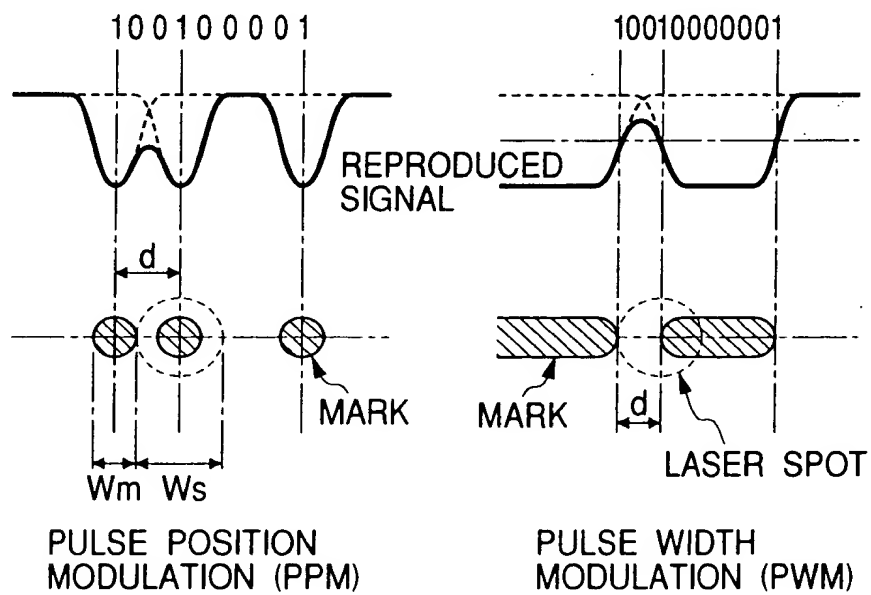
*FIG. 2B*



Cr LAYER

ARGON FLOW RATE : LARGE

INTERNAL STRESS COMPENSATABLE CONDITION

**FIG. 3****FIG. 4**

$W_s$  : BEAM SPOT DIAMETER  
 $W_m$  : MARK-LENGTH  
 $d$  : RESOLUTION

FIG. 5

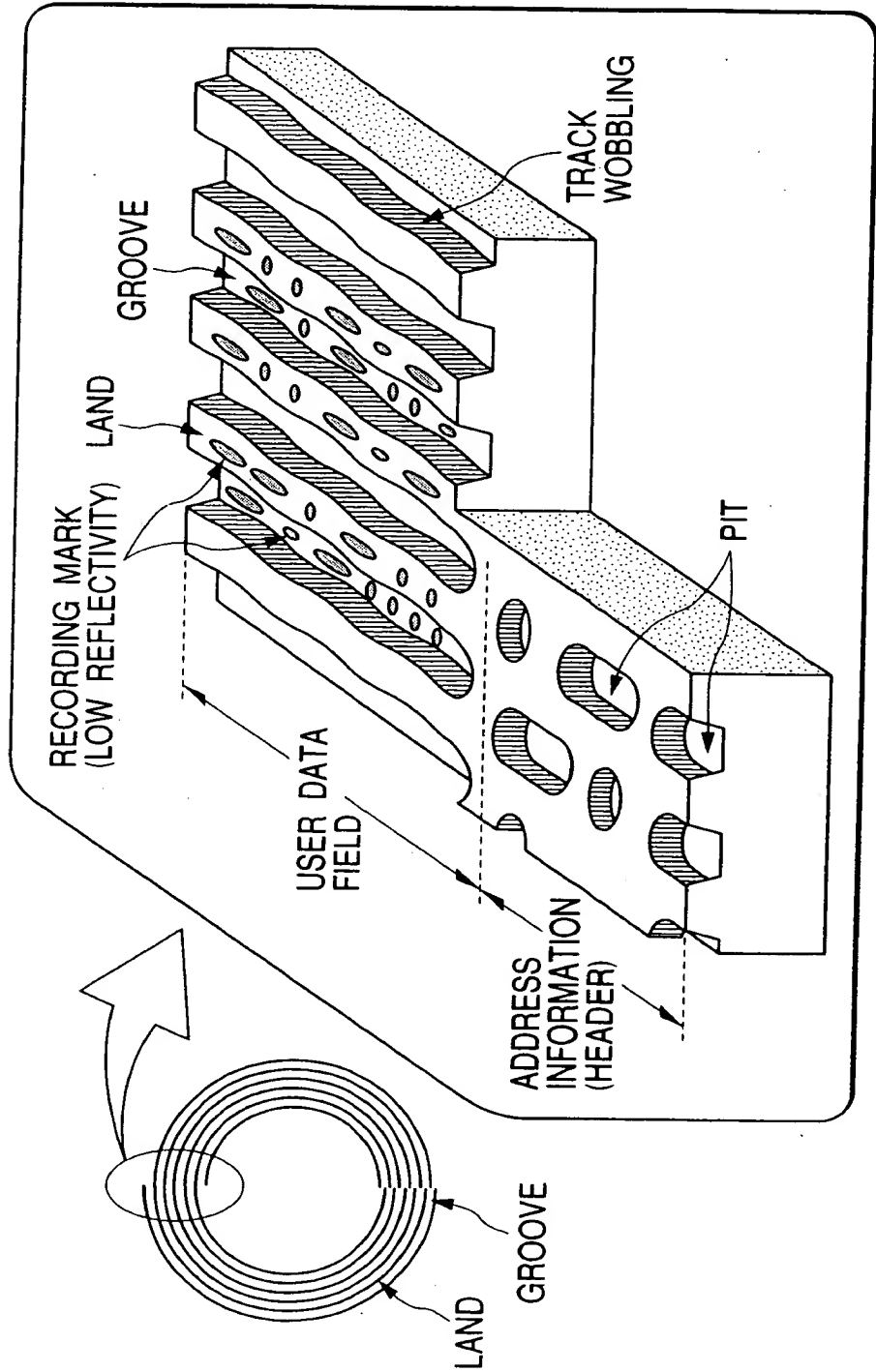
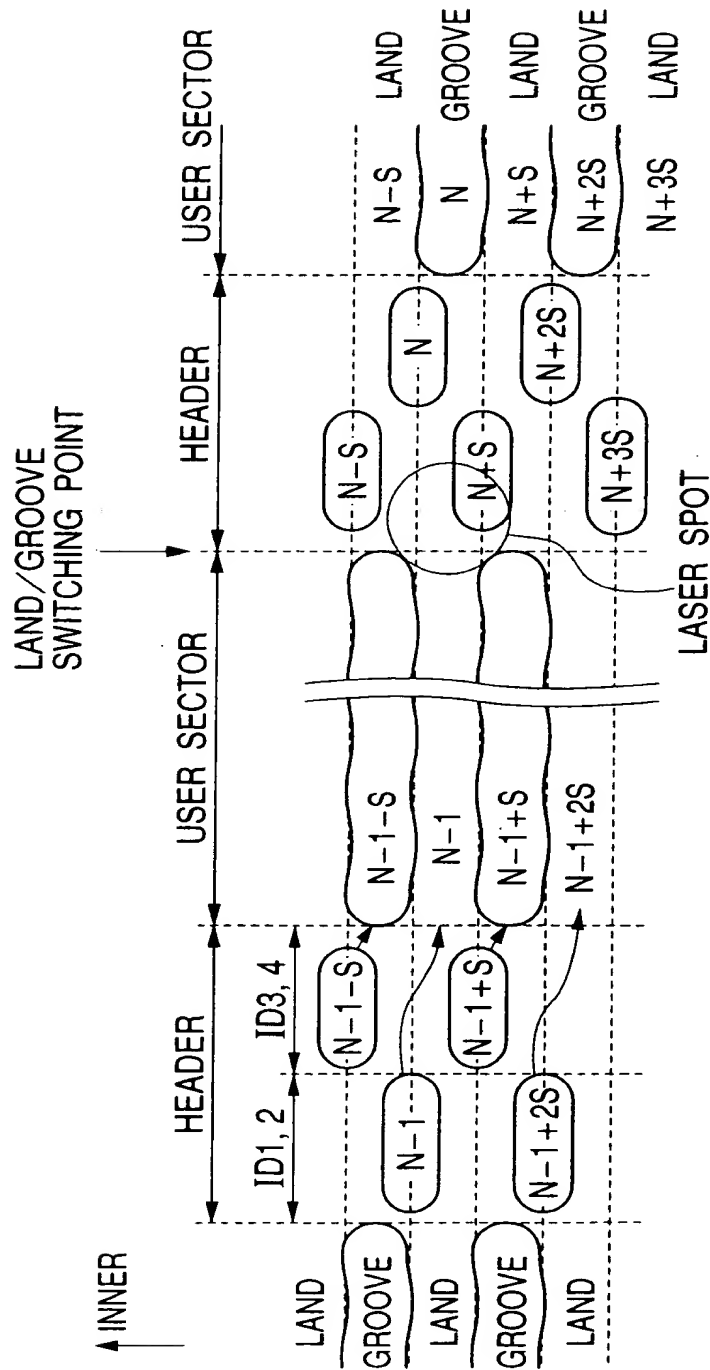


FIG. 6



LAND TRACK : ID1, 2=ID3, 4 · S=SECTOR NUMBER S : THE NUMBER OF SECTORS IN A TRACK  
 GROOVE TRACK : ID3, 4=ID1, 2 · S=SECTOR NUMBER

FIG. 7

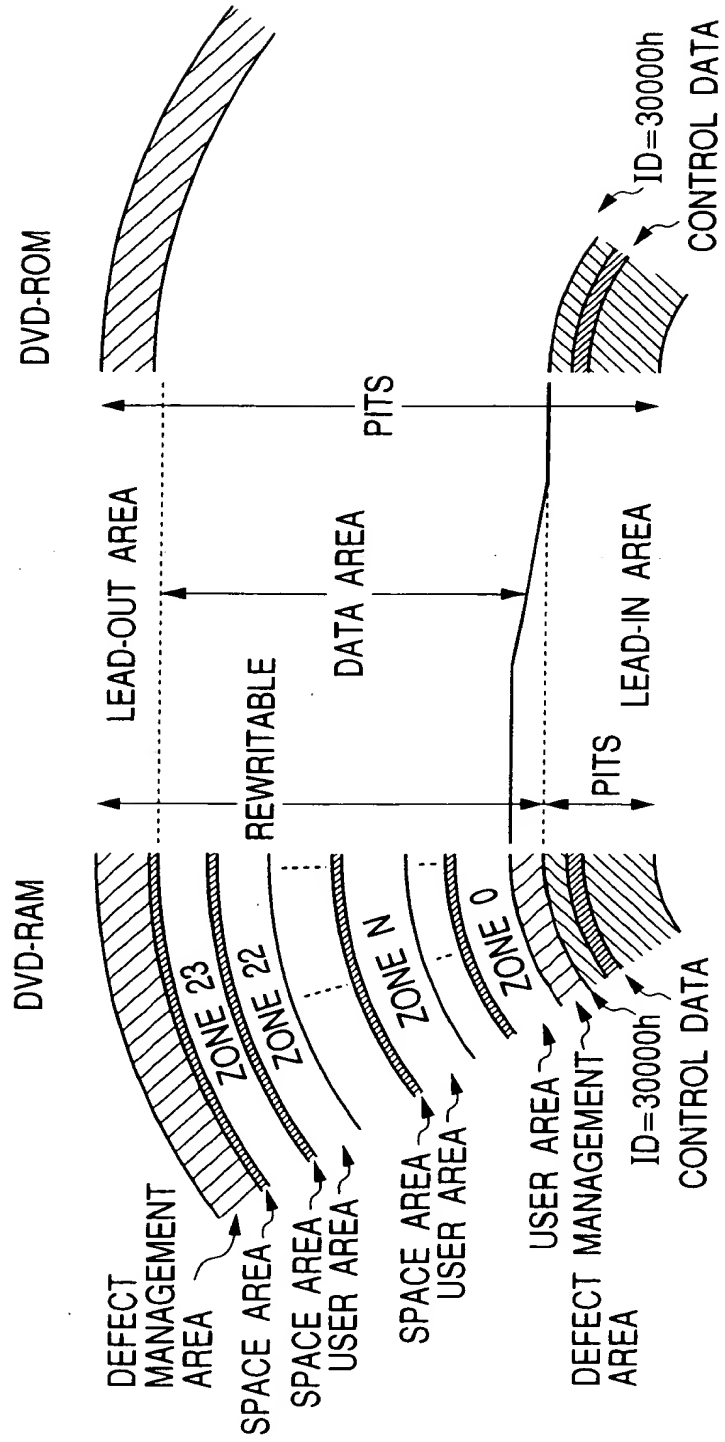
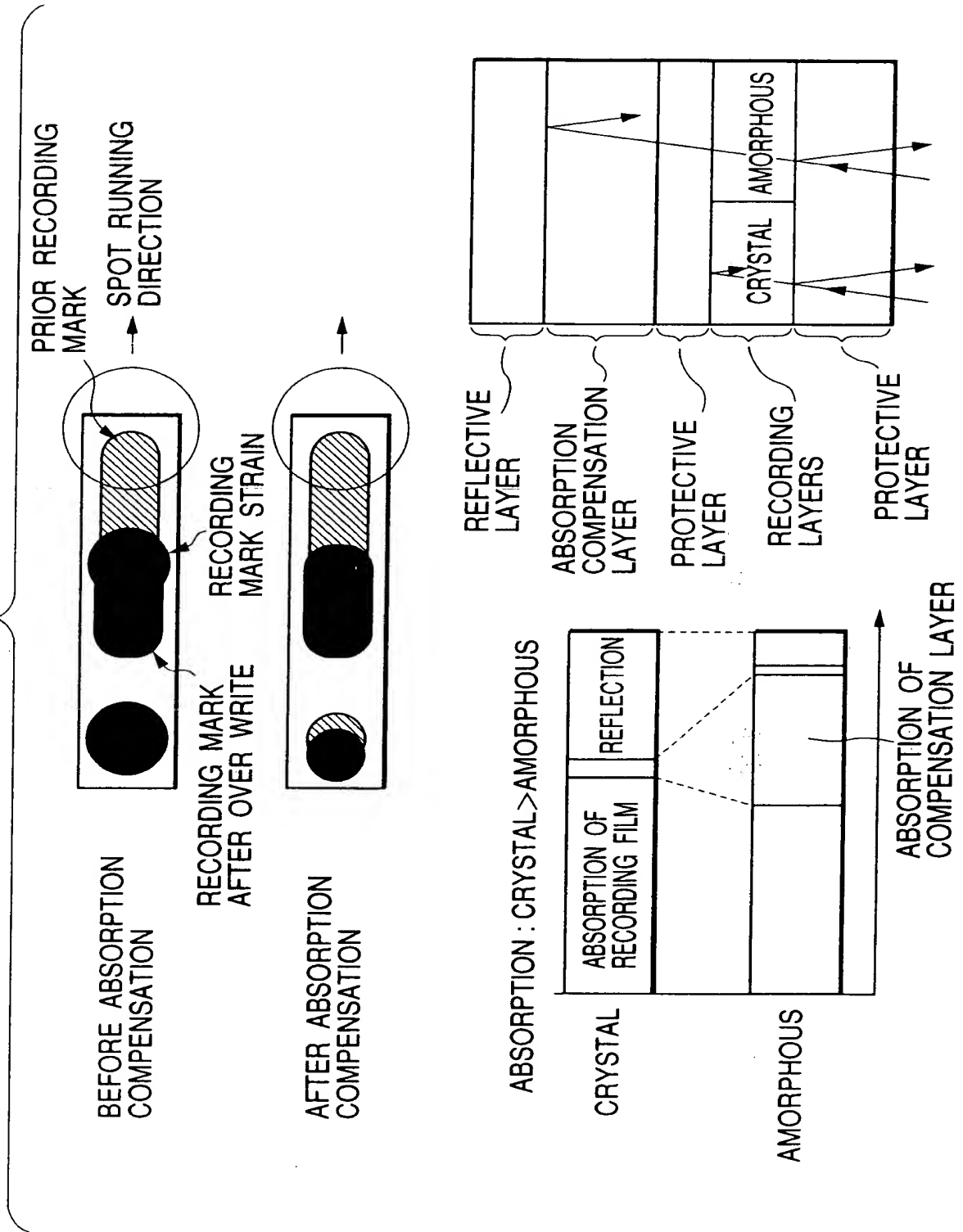
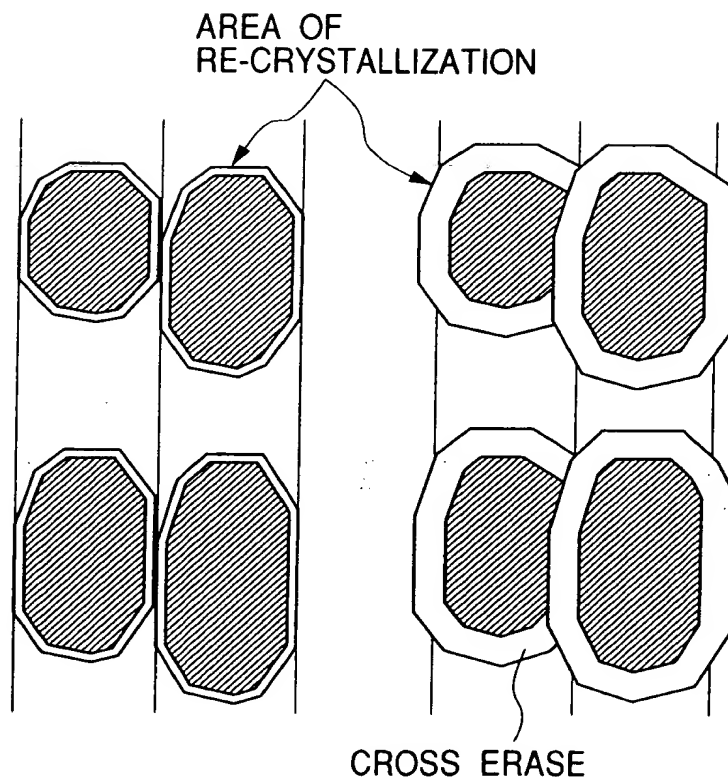


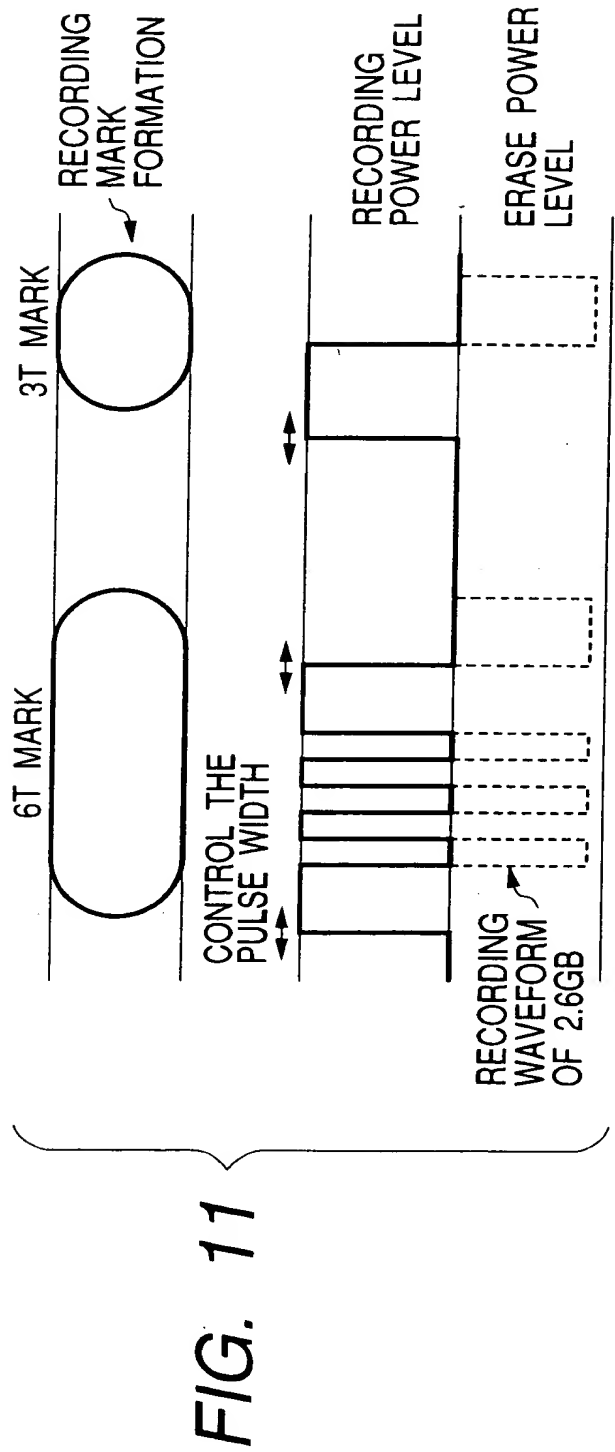
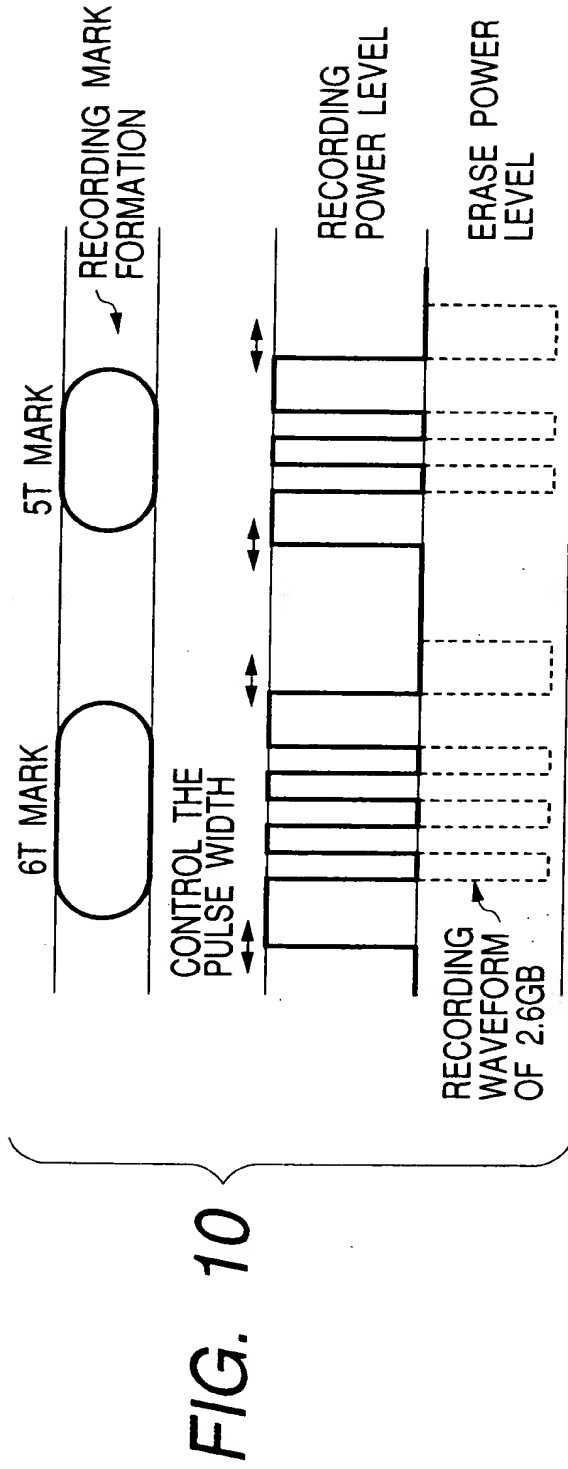
FIG. 8



*FIG. 9*



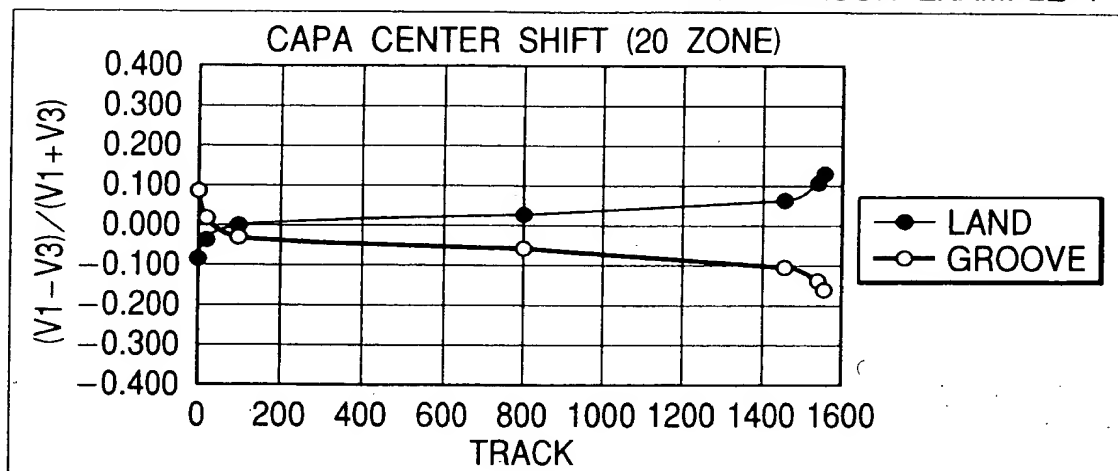




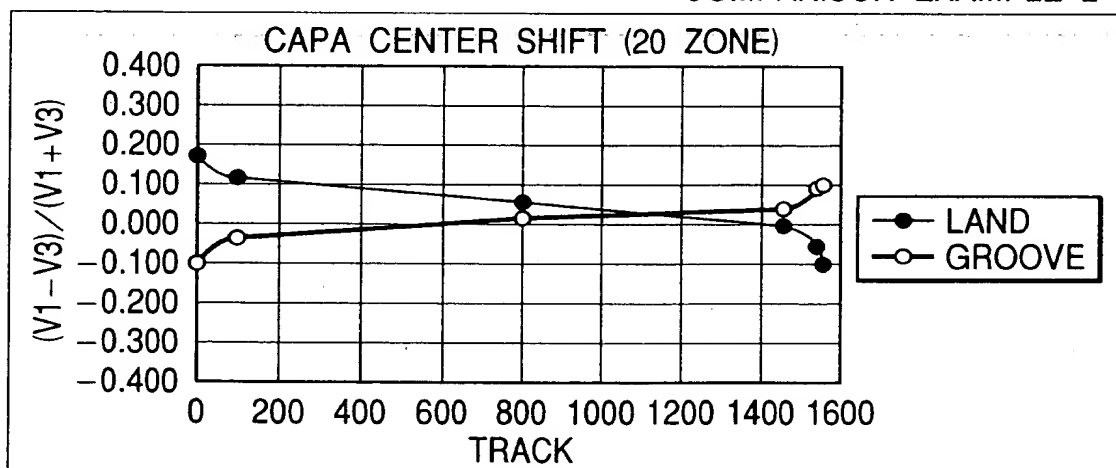
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FIG. 14

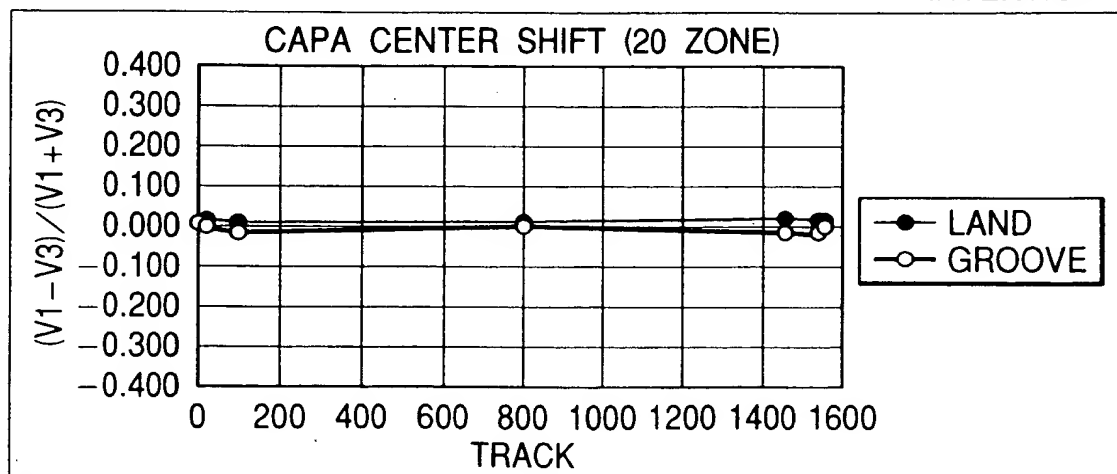
COMPARISON EXAMPLE 1



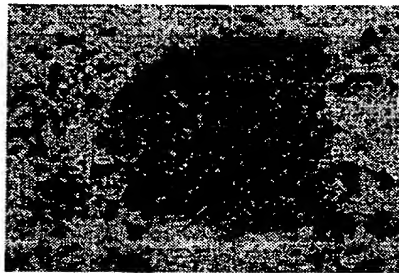
COMPARISON EXAMPLE 2



INVENTION



*FIG. 12*



*FIG. 13*



*FIG. 15*

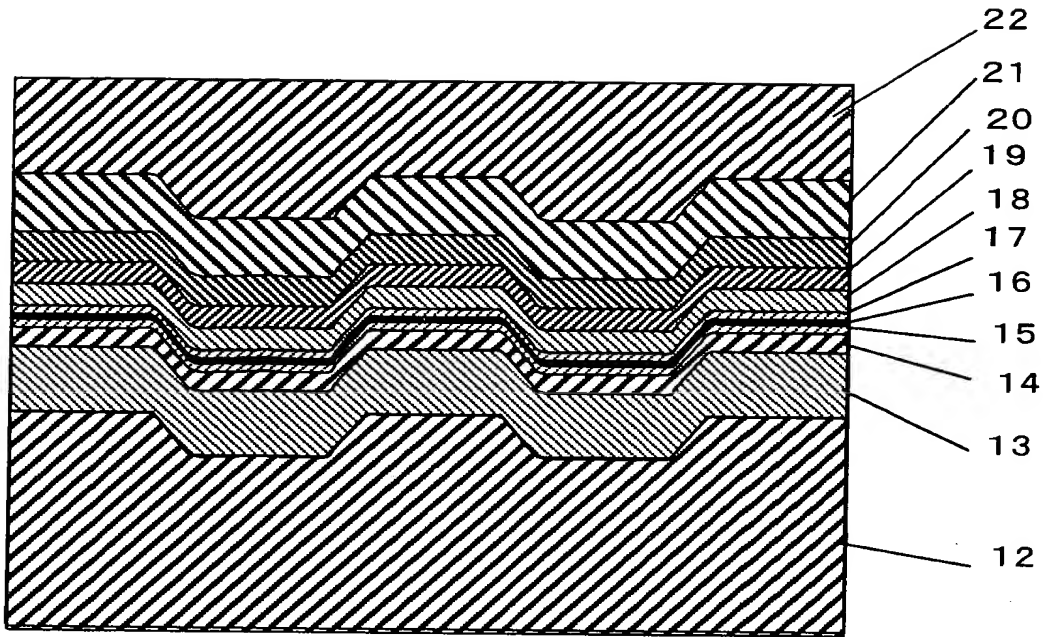


FIG. 16

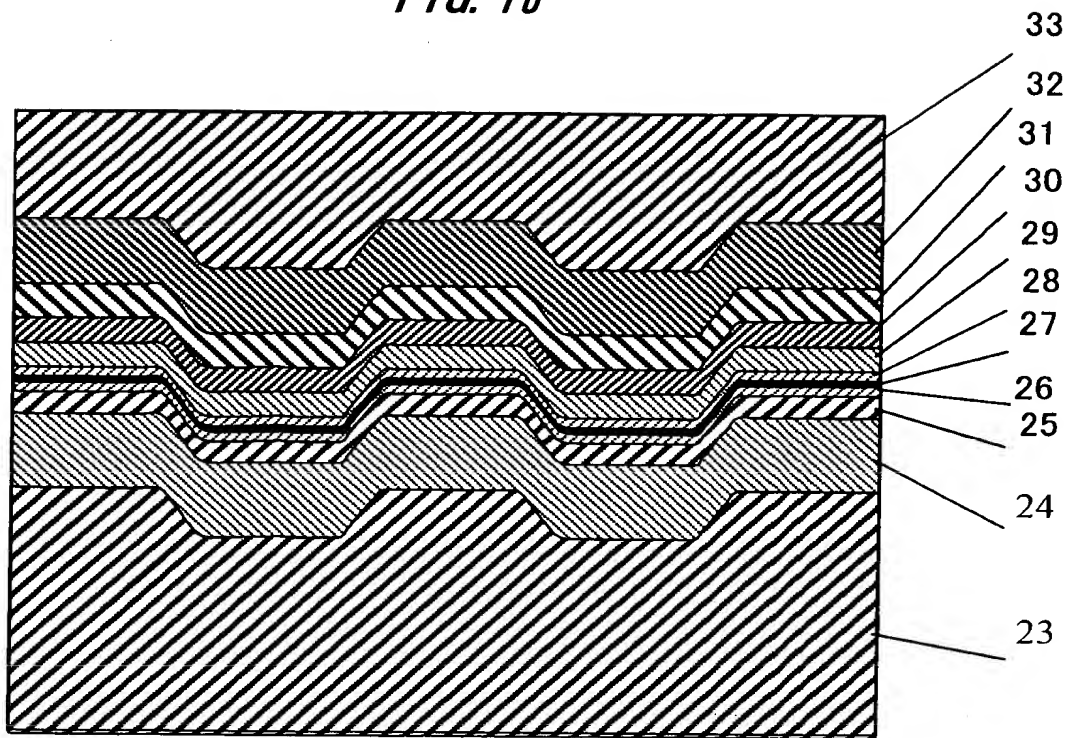
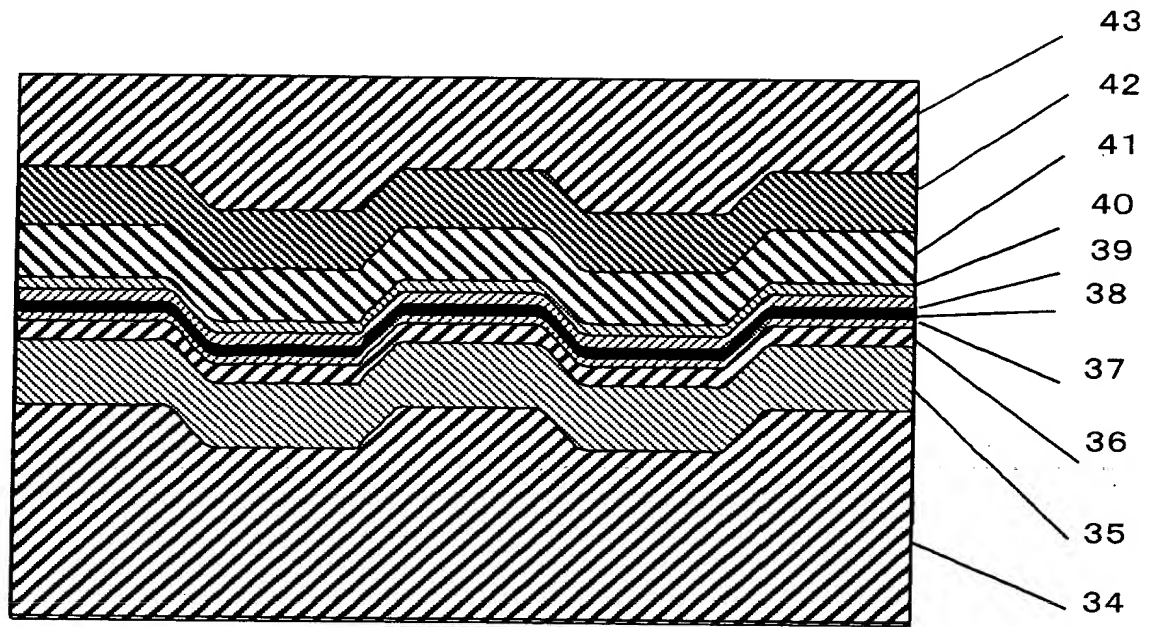
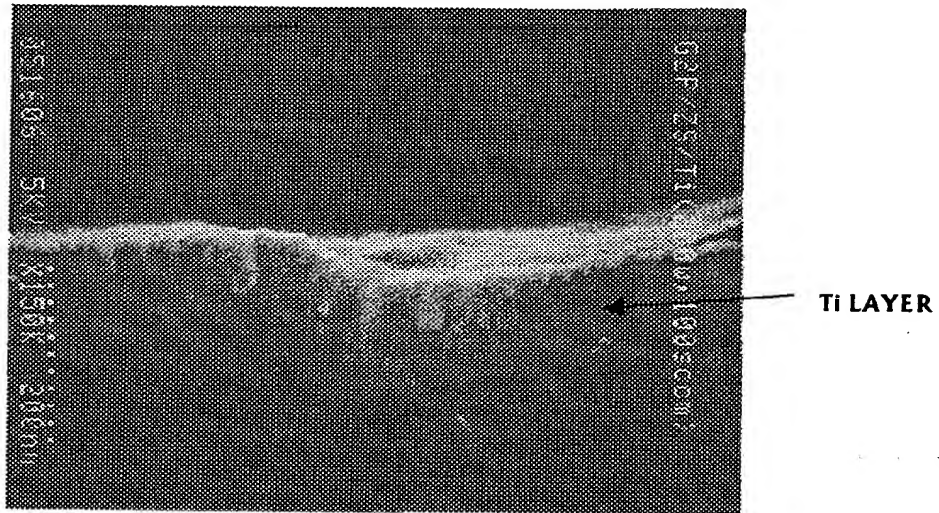


FIG. 17

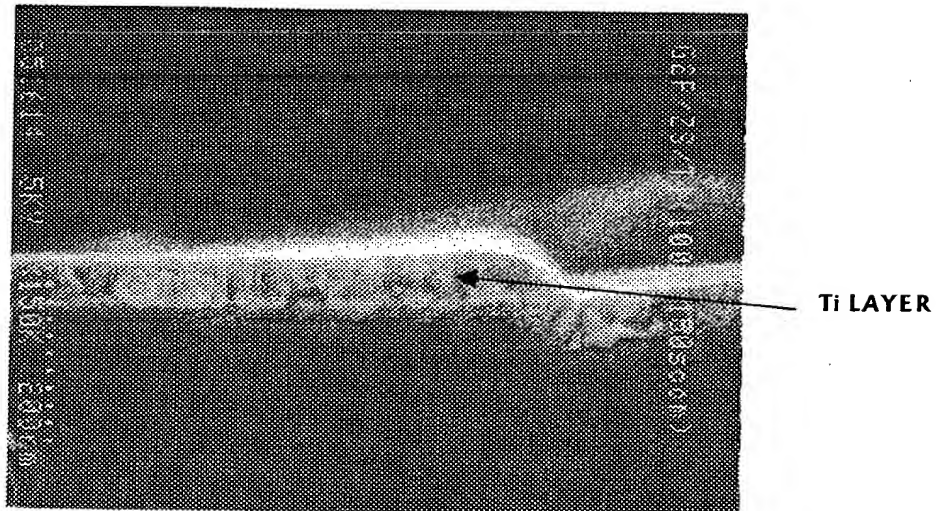


*FIG. 18A*



ARGON FLOW RATE: SMALL

*FIG. 18B*



ARGON FLOW RATE: LARGE  
INTERNAL STRESS COMPENSATABLE CONDITION

*FIG. 19*

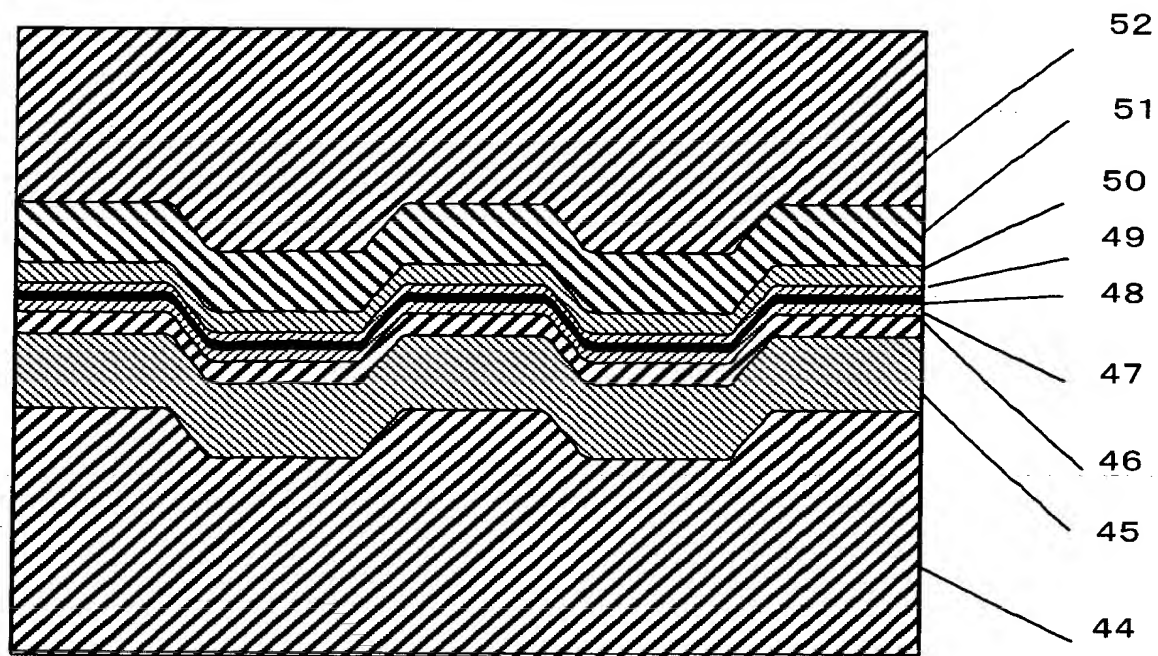




FIG.20

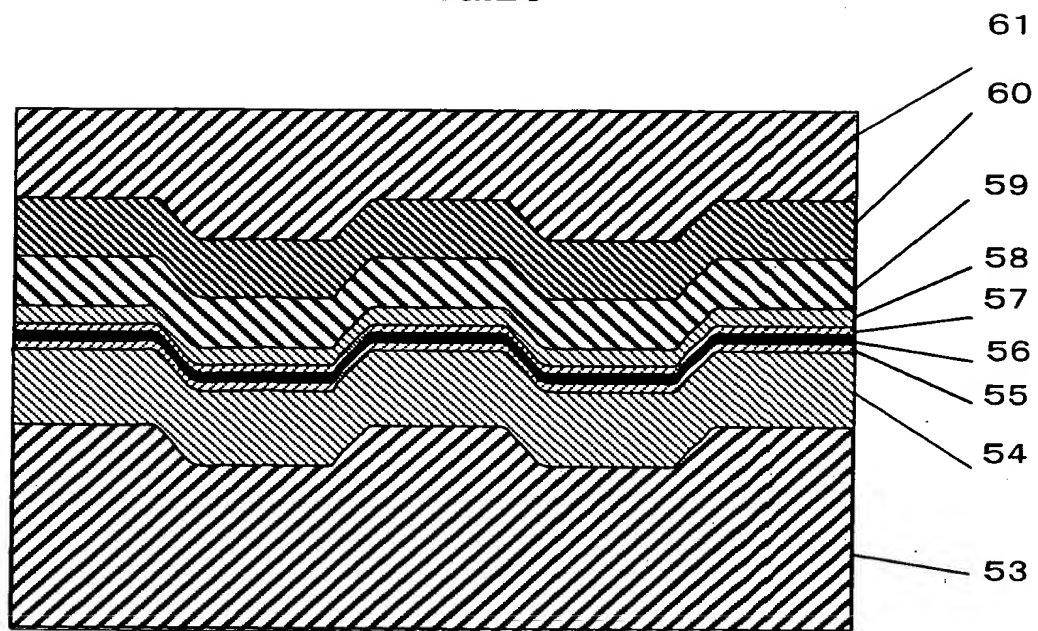


FIG.21

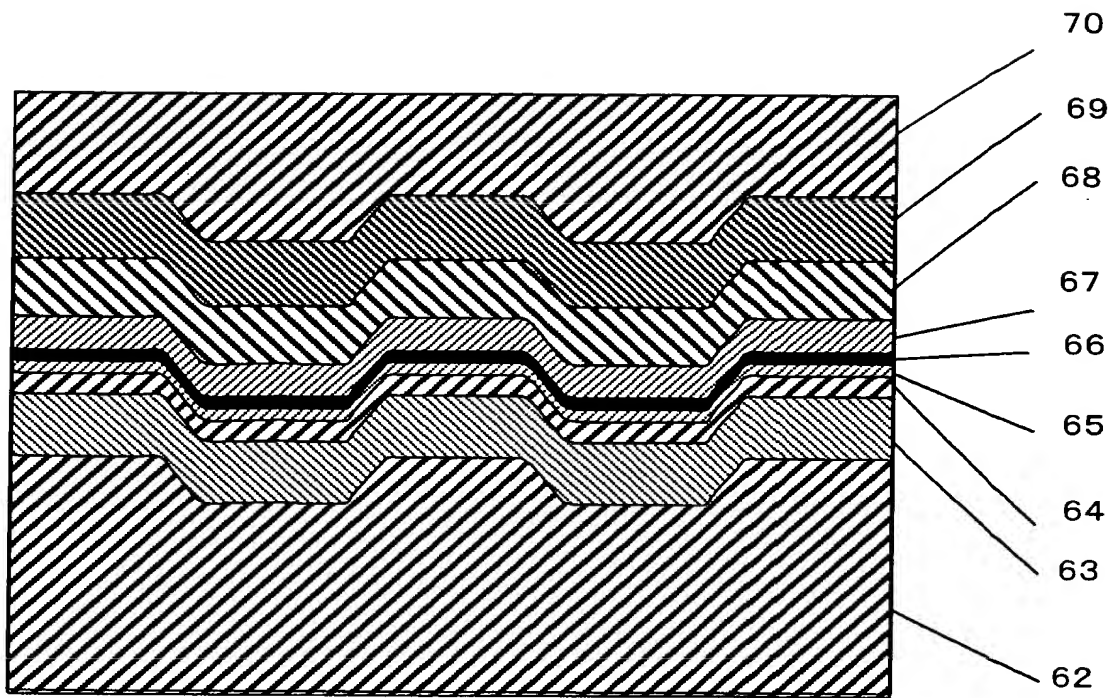


FIG.22

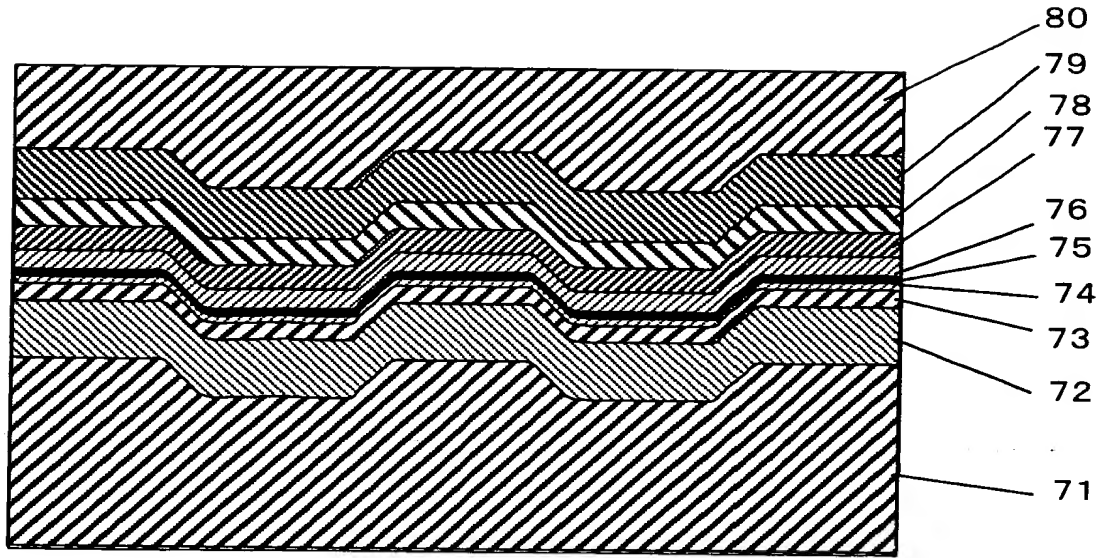


FIG.23

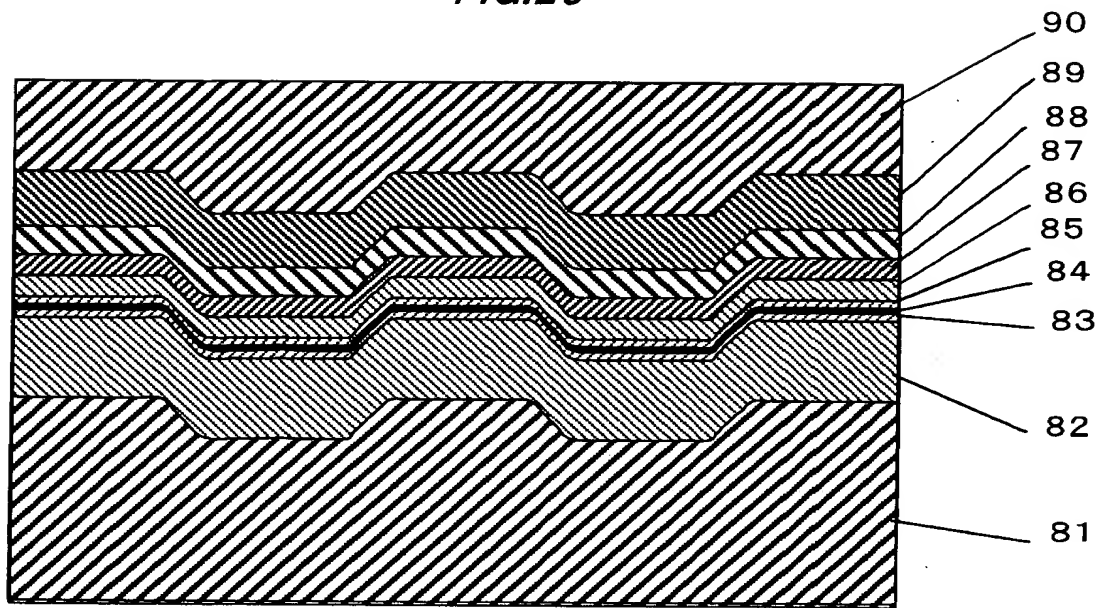


FIG.24

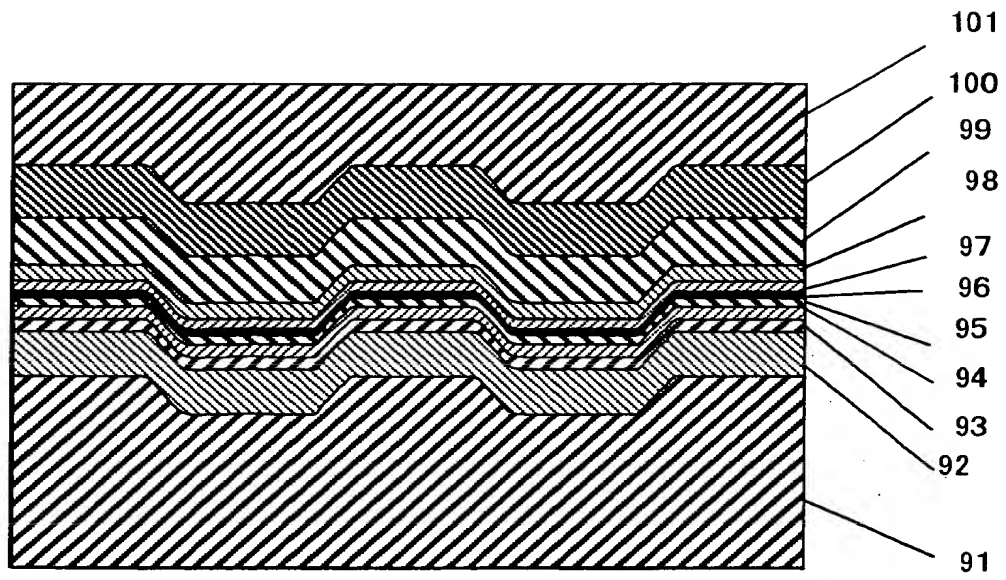


FIG.25

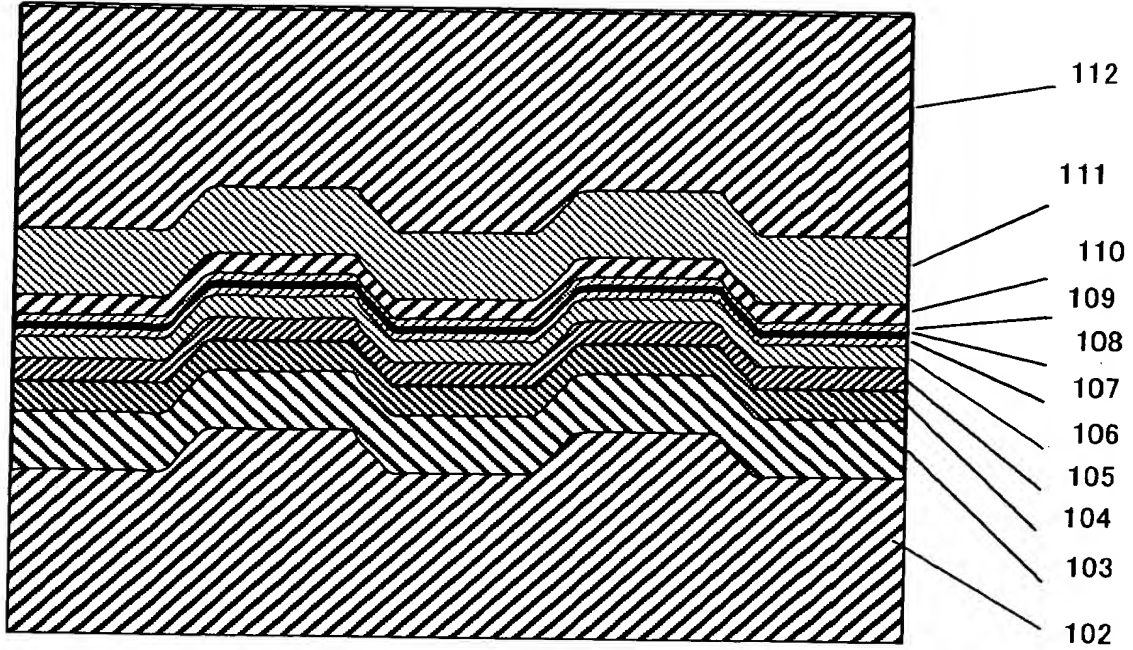
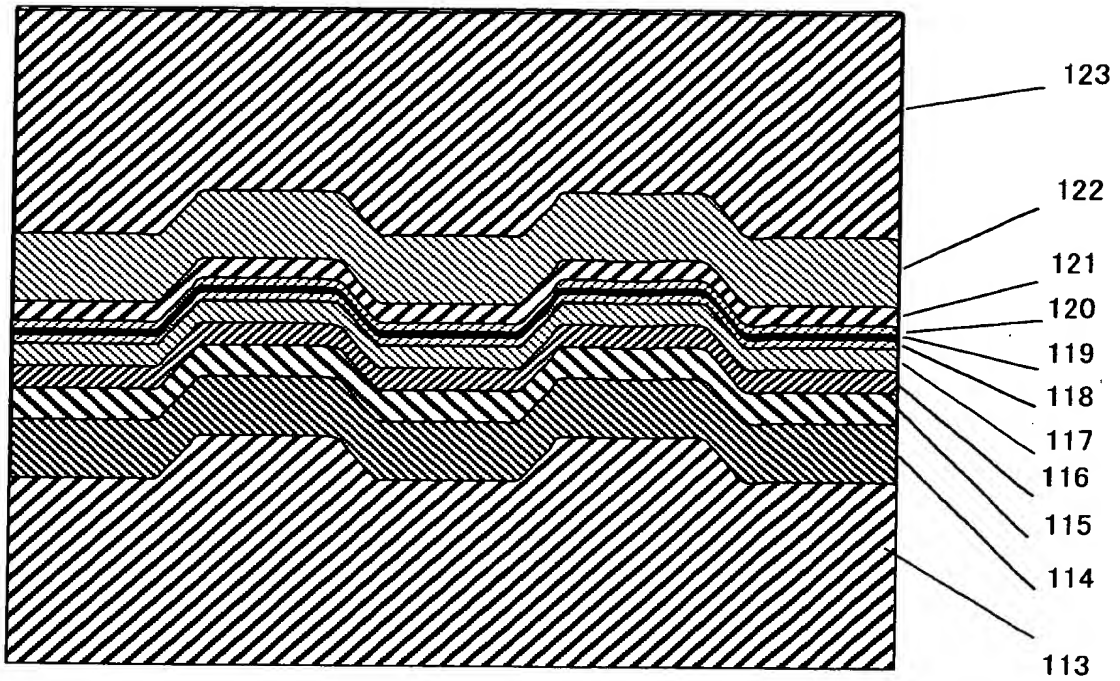


FIG.26



*FIG. 27*

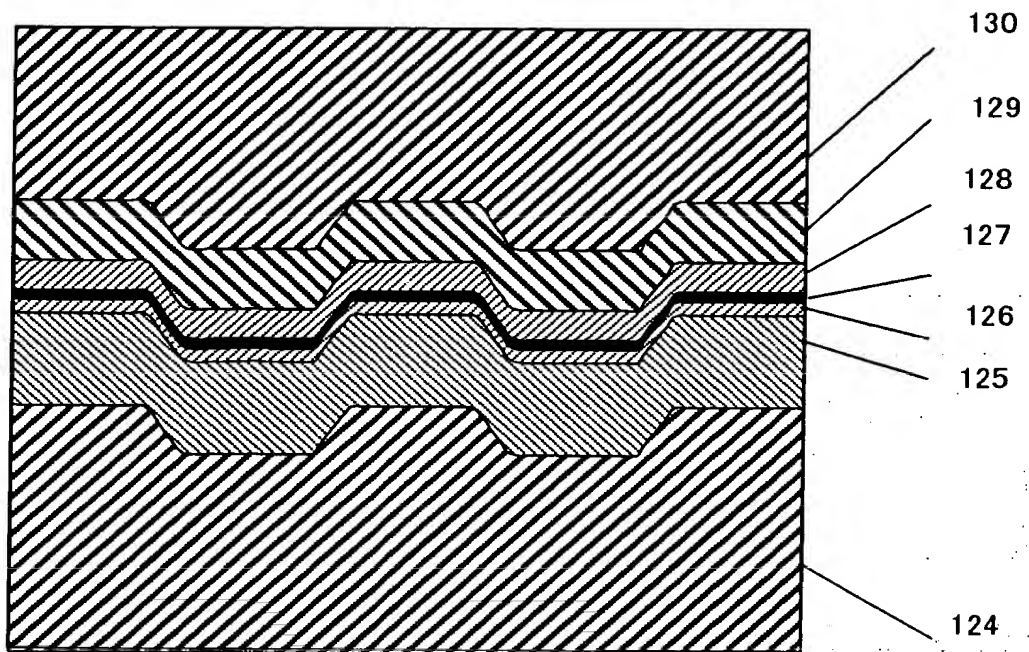




FIG.28

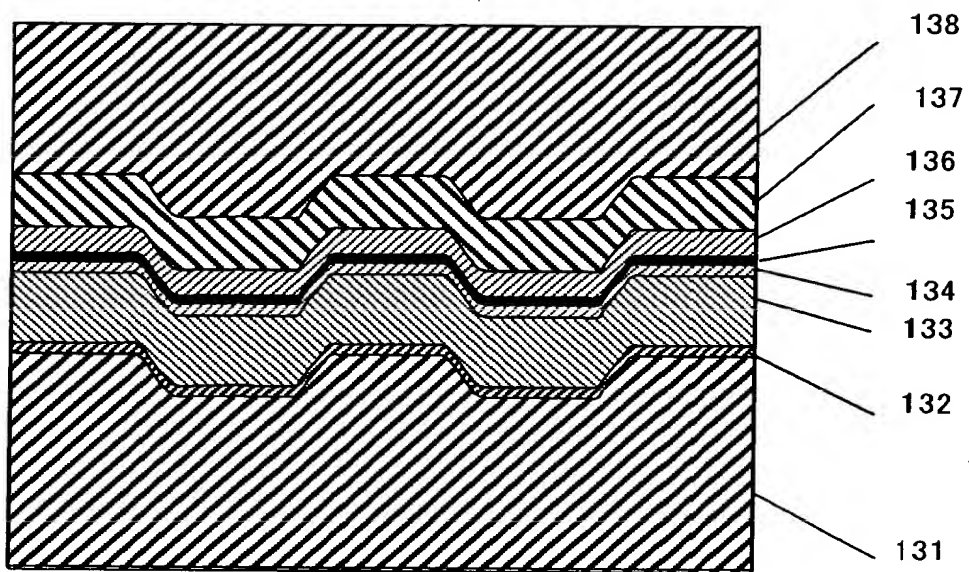
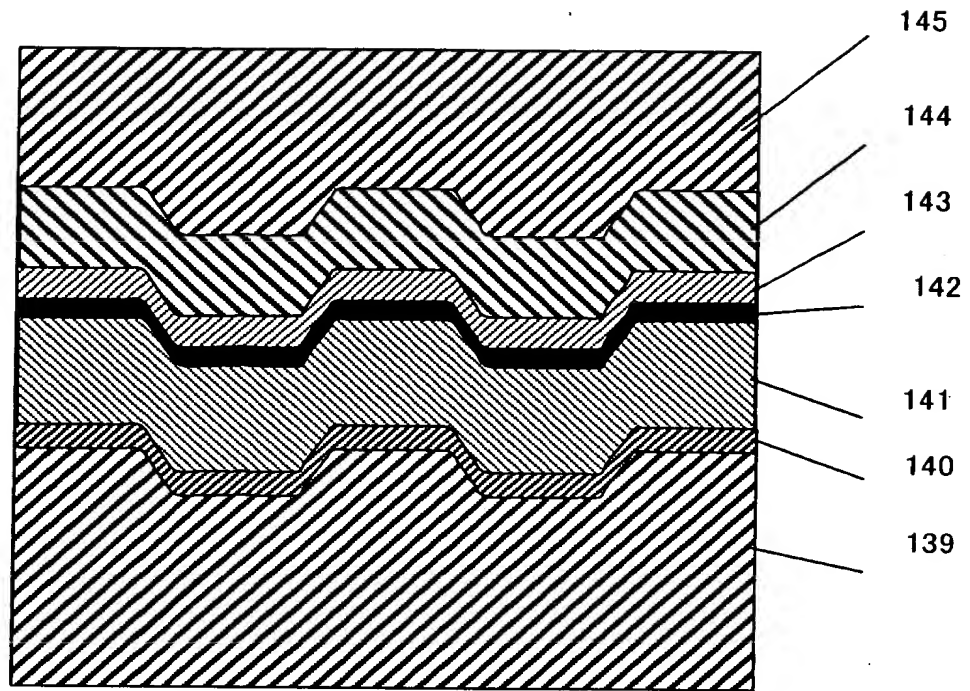
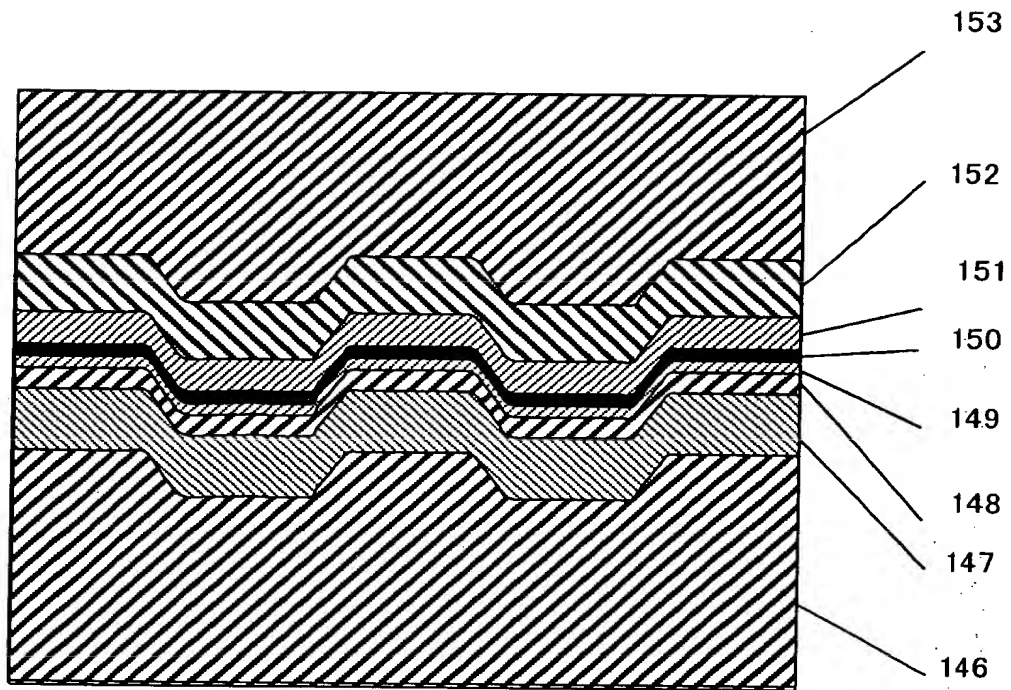


FIG.29



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FIG.30



*FIG. 31*

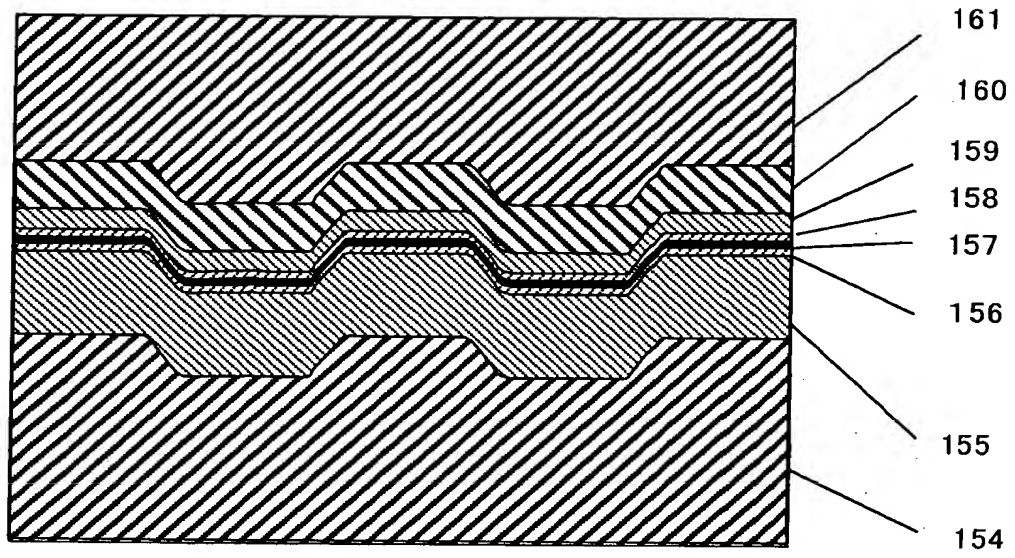


FIG.32

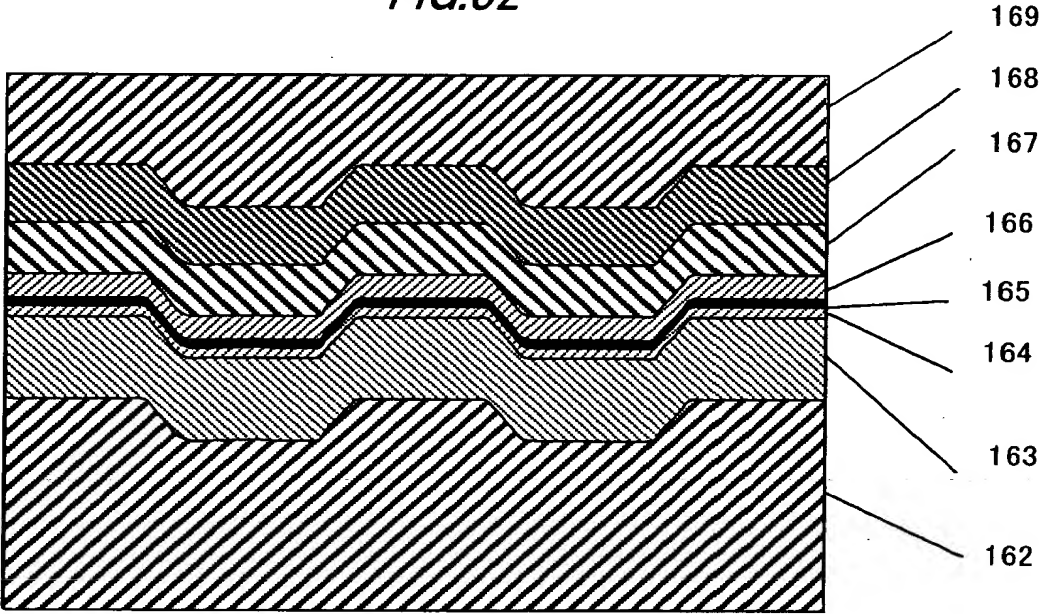


FIG.33

